



POCKET GUIDE TO

THE CITIES OF
SOUTHERN FRANCE

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POCKET GUIDE TO
THE CITIES OF SOUTHERN
FRANCE

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Prepared by

ARMY INFORMATION BRANCH,
INFORMATION AND EDUCATION DIVISION, A. S. F.,
UNITED STATES ARMY

ATTENTION

About the only thing in this booklet that can be guaranteed is the terrain. The rest of it is up to the fortunes or misfortunes of war. Many of the towns and cities described here have been bombed and shelled by us as we approached, and shelled by the enemy as he retreated. And many of them will still show the marks of the destruction visited upon them when these lands were being conquered and occupied by the Germans.

The short historical notes and city plans concerning most of the towns are correct as of the outbreak of the war. But the changes of war were still happening in many places when this pocket guide went to press.

You may find that art treasures described and located in these pages have been looted or destroyed, and it may be years before those that can be restored are sights to see again. On the other hand, some of them, by a stroke of good fortune, may be left intact and you will be able to enjoy them.

And another thing: if some of these towns should be declared off limits, you'll bypass them, of course. Perhaps later, they may be open to you.

Food and drink are discussed here, so that as times gradually return to normal, you may be guided in the tastes and customs of the country. But be sure that you are not encouraging a black market or bringing hardship to the native civilian population if you take advantage of what the town or region has to offer. You will receive direction from the proper authority in this matter.

Anyhow, so far as your military duties permit, see as much as you can. You've got a great chance to do now, major expenses paid, what would cost you a lot of your own money after the war. Take advantage of it.

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memorating the departure of Lafayette during the Revolutionary War and the landing of American soldiers in 1917.

The channel is narrow and difficult for large ships. Good anchorage is plentiful. From Le Verdon where the estuary is six miles wide, it tapers inland providing a port and spacious anchorage at PACILLAC, 30 miles upstream. A chain of islands extends for 15 miles upstream to the innermost point of the estuary where the Garonne and the Dordogne rivers join.

Bordeaux is 12 miles from that river junction, and it is only three miles further to Bassens and its two miles of wharves.

The city of Bordeaux is built in a curve along the west bank of the Garonne. Quays and warehouses line the shore for four miles. The river here is about one-third of a mile wide. Across the river is the suburb of LA BASTIDE which can be reached by bridge or ferry.

The harbor can handle the largest seagoing ships, but smaller craft also carry the commerce of Bordeaux upstream on the Garonne and over the Lateral and Midi Canals to the Mediterranean. Excursion steamers also ply the river in summer.

Bordeaux has been a flourishing town since Roman times. Then as *Burdigala* it was a provincial capital. It endured the yoke

and devastation of Vandals, Visigoths, Franks, and Normans and its prosperity increased during the English occupation of Guyenne from 1154 to 1453. Liberties accorded to the town by the English crown increased its commerce, and in 1451 when the French king, Charles VII, captured Bordeaux and attempted to restrict civic liberties, the Bordelais welcomed the English with open arms when they returned in the battle of Castillon in 1453.

Later Louis XI encouraged the citizens by organizing the parliament of Guyenne and the UNIVERSITY. Some of the monarchs who came later were less far sighted. As a result the Bordelais rebelled in 1548 against the "gabelle," a form of salt tax. During the 18th century, commerce expanded greatly. Governors appointed by the crown spent a lot of money beautifying the city.

In 1870 the French government was transferred to Bordeaux from Tours when the Germans were approaching. Bordeaux again became the seat of French government when Paris was threatened by the Germans in August 1914.

Around the Town

The heart of modern Bordeaux is the PLACE DE LA COMÉDIE. Across from the Place is the GRAND THÉÂTRE built in 1753-80 and

restored in 1881. It is one of the finest theaters in France with a portico of 12 Corinthian columns. When the government retreated to Bordeaux in 1870, it was in this theater that the National Assembly convened.

The **PONT DE BORDEAUX**, also called the Pont de Pierre, for many centuries was looked upon as the finest bridge in the world. It was built of stone and brick in 1819-21. It is 550 yards long, 16 yards wide and crosses the river in 17 huge arches. You can also cross the Garonne over the railroad bridge or on the **PONT TRANS BORDEUX** far downstream from the Pont de Bordeaux.

The limits of old Bordeaux are marked by the **COURS VICTOR-HUGO**. The old city did not extend in the other direction beyond the **PLACE DES QUINCONCES**, which was built on the site once occupied by a castle. The square is 426 yards long and 360 yards wide. The southwest corner of the Place des Quinconces opens into the Place de la Comédie.

The two main shopping streets of Bordeaux are the **COURS DU CHAPEAU-ROUGE** and the **RUE STE. CATHERINE**.

One of the liveliest scenes in Bordeaux is the **ALLÉES DE TOURNY** which you can reach easily from the **PLACE DES QUINCONCES**. The Cours de Tourny leading out of the Allées runs into the **PLACE**

GAMBETTA. Here, during the Terror, there used to be a guillotine which lopped off the heads of more than 300 victims.

If you are of literary bent, you won't want to miss the chief treasure of the library on the **RUE MABLY**, next door to the **CHURCH OF NOTRE DAME**. The library's big attraction is a copy of the *Essays* of Montaigne. The author himself wrote in the footnotes and marginal comments. The library also contains 200,000 books and 3,940 unpublished manuscripts.

The finest promenade in Bordeaux is the **JARDIN PUBLIC** laid out by the Marquis de Tournay. The Jardin includes an English park and a well stocked botanical garden with large hothouses. The **MUSEUM OF NATURAL HISTORY** here used to be the old **Hôtel de Lisleferme**.

From the Jardin Public you can leave by the southwest gate near the museum and follow the **RUE DU COLISÉE** to the **PALAIS GALLIEN**. The Palais is the ruin of a 3rd century Roman amphitheater. The structure was badly damaged during the Revolution. The Palais Gallien got its name from the Emperor Gallienus who died in 268. He was supposed to have founded the amphitheater.

There are several churches and cathedrals in Bordeaux that ought to be worth your while. **St. Servus**, near the Palais Gallien,

is a church built on the site of an earlier cathedral. Parts of the building date from the 13th to 16th centuries. Across from the spacious square occupied by St. Sourin is the HOTEL DE VILLE. It was built between 1771-81, but was destroyed by fire. It was restored in 1866. The building served as the Imperial Palace in 1808 and the royal residence in 1816.

One of the best Gothic churches in southern France is the CATHEDRAL OF ST. ANDRE. You can reach it from the Pont de Bordeaux by the Cours Victor-Hugo. Another Gothic edifice is the church of ST. MICHEL. It is near the river a little above the Pont de Bordeaux. The bell tower of St. Michel is 360 feet high, the highest in southern France. The spire was built in 1472-92, but a gale destroyed it in 1768. It was rebuilt in 1861-9 and has been strengthened by six buttresses, so don't hesitate to make a trip up into the tower if you get a chance.

The church of STE. CROIX is in the artisan quarter southeast of St. Michel and was once the chapel of a powerful Benedictine abbey. Ste. Croix was founded in the 7th century, rebuilt in Romanesque style in the 10th century, altered several times, and restored to its present condition in the 19th century. The RUE

STE. CROIX takes you between the churches of St. Michel and Ste. Croix.

Entertainment should be no problem in Bordeaux. There are many theaters and music halls, and at the Arenes du Bouscat beyond the Parc Bordelais you can see plays, bull fights and horse races. There is another race track at *Talence* on the road to Gradignan.

Bordeaux Wine

The most beautiful sight for a thirsty soldier would be from the middle of the Pont de Bordeaux. There you look out over the $5\frac{1}{2}$ miles of quays and know that there are more wine cellars in that river curve than anywhere else in the world.

Next to the wine cellars, Bordeaux's biggest production centers are the shipyards where boats are built and refitted. The two industries go hand in hand because ships have carried more and better wine out of Bordeaux than from any other port.

All wine which comes from Bordeaux is not necessarily "Bordeaux wine." For the last 700 years the merchants of Bordeaux have been shelling out a lot of cash to make that name mean something. The lawyers of Bordeaux have shown a lot of ingenuity

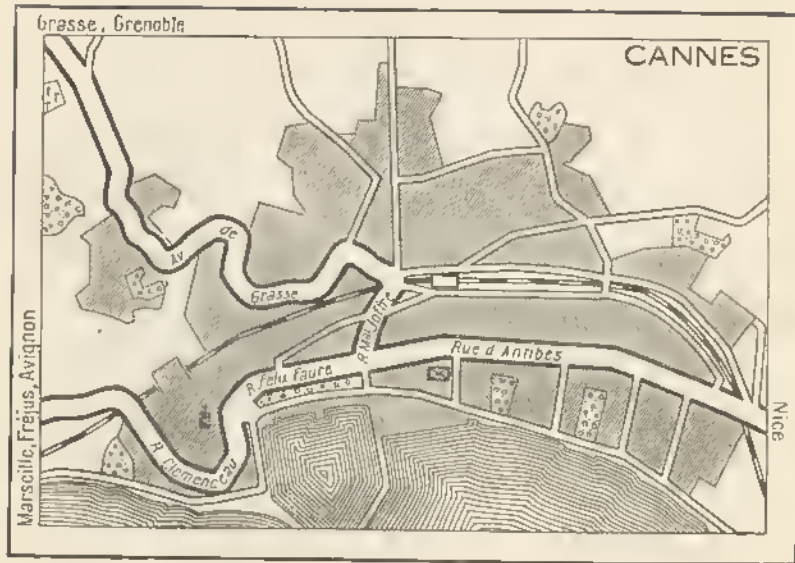
in trying to decide which wines were and which were not entitled to the use of that name. On February 18, 1911, a national law was passed which said that the only wines which can be sold as "Bordeaux wine" are those made from grapes gathered within the GIRONDE DEPARTMENT.

The Gironde Department is an area named after the Gironde Estuary. Before the war the Department was turning out more than 84,000,000 gallons of wine a year—all of it "Bordeaux wine."

The best Bordeaux wines are made from the vineyards of a particularly good estate, and they are always sold under the name of their native estate. If you want to order the finest of all Bordeaux wines, here are a few of them: Château Lafite, Château Margaux, Château Latour, Château Haut Brion, Château Ausone, and Château Yquem.

The better class of Bordeaux wine is hidden away in a cask for three or more years before it is bottled. After that, the longer it is in the bottle, the better everyone will tell you it is.

Bordeaux wines are bottled either "at the chateau" in the cellars of the estate where the wine is made, or "at Bordeaux" by the Bordeaux merchants, or in any part of the world by the dealers who import their wines in casks and bottle it themselves.



CANNES

If you should happen to draw some duty in, or manage to visit, CANNES, you'll be kicking around in one of the oldest and most aristocratic resorts along the entire Riviera. For 110 years Cannes has been a fashionable vacation spot for generations of Europe's wealthiest people. The city is 85 miles east of Marseille and 17 miles southwest of Nice.

The origins of Cannes go back to the Greeks and the Romans, but even as late as 1763 no one would have been able to predict that it would one day be the fashionable gathering-place it has become. In that year the British novelist Tobias Smollett visited Cannes and described it as "a little fishing town agreeably situated on the beach of the sea." The real "discoverer" of Cannes was Lord Brougham, Lord Chancellor of England in 1834, and it came about by chance. He was on his way to Nice, then belonging to Sardinia, and he was refused permission to cross the frontier because of a small epidemic of cholera. He decided to wait at Cannes, fell for its natural beauty, and built himself a villa there. This brought the village into notice. The people of Cannes know

what Lord Brougham did for their city. They erected a statue to his memory in the *ALLÉE DE LA LIBERTÉ*.

The modern city is on a broad sweeping curve of coast with *CAP DE LA CROISSETTE* to the east, and a small hill, *MONT CHEVALIER*, to the west. The old walled town, called *Alegitna*, is built on *Mont Chevalier*. On top of the height which projects into the sea are a church and an old chateau. At the eastern base of the hill is the harbor. In peacetime it was used mostly by pleasure yachts and fishing craft. Vessels drawing more than 18 feet must heave to about 300 yards beyond the jetties which ring the inner harbor.

The wide *PROMENADE DE LA CROISSETTE*, lined with palm trees and scores of hotels, borders the sea. Most of the principal hotels are closed all summer.

Mountains along the coast here recede far enough from the shore to leave room for a broad inland zone which has as many hotels and villas as the beach strip itself. These foothills of the Maritime Alps protect the Riviera resorts from cold north winds.

Before the war Cannes was the European center for polo, horse-racing, yachting, tennis, and sea bathing. The city's *MUNICIPAL CASINO*, where the *Promenade de la Croisette* begins,

contains a theater, gaming rooms, ball room, and restaurant. Symphony concerts were always a regular part of the casino's schedule. Horse races were held at the *PLAINE DE LA NAPULE* in January and February. Spring and summer were the seasons for yachting regattas.

At the west end of the *Allée*, where the Lord Brougham statue stands, is the *Hôtel de Ville* with the *Musée Rothschild* upstairs. Steep streets and a flight of steps lead up from the *Hôtel de Ville* to the highest part of the Old Town and the church of *NOTRE-DAME DE L'ESPERANCE*, completed in 1618. Behind the church is the 70-foot *TOUR DE MONT-CHEVALIER*, built between 1070 and 1285.

The jetty bounding and the harbor on the east is the *JETÉE ALBERT EDOUARD*, named in honor of the Prince of Wales who was grandfather of the present Duke of Windsor. Motor launches will take you from the *Jetée* to the islands of *STE. MARGUERITE* and *ST. HONORAT*.

On *Ste. Marguerite* is the fort built by Richelieu where you can see the bare cell in which the "Man in the Iron Mask" was imprisoned by Louis XIV for 11 years. Nobody has ever been able to establish who the masked prisoner was, but there are plenty of theories. Some of them are that he was the twin brother of

Louis XIV, the illegitimate son of Louis XIV, or the son of Oliver Cromwell. In any case, his mask was not iron at all, but silk or velvet.

You may find the smaller island, **ST. HONORAT**, even more interesting. The convent on this island was founded in 410 by Saint Honoratus, and legend has it that one of his early monks was Saint Patrick, the same Saint Patrick who later drove the snakes out of Ireland.

On the south coast of St. Honorat is an old castle, built in 1088, which was once fortified to protect the people who lived there from pirates.

Antibes Not Far Away

About half way between Cannes and Nice is the smaller resort city of **ANTIBES**. The prewar population of Cannes' year-round residents was about 50,000, while that of Antibes was about 14,000. The town was formerly fortified, but all the ramparts except old **Fort Carré** have been demolished.

Antibes lies between two little bays on the Gulf of Nice and on the west side of **Cap d'Antibes**, a two-mile-long peninsula. Its resort areas were always considered less expensive than those of

Cannes and Nice. The name Antibes comes from the word *Anti-polis*, meaning "facing the city" (of Nice). The community was founded about 340 B. C.

Antibes harbor is protected by a mole 620 yards long. The cape is crossed by the **AVENUE ALBERT-PRÉMIER**. On the **Boulevard Notre-Dame** is **La Garoupe**, a 246-foot hill with an ancient chapel and lighthouse which is famous for its view.

Not far from Cannes, a mile inland in the opposite direction from Antibes, is **Fréjus**. This town of about 9,000 was the naval stronghold of the Caesars in Roman days. Although Arabs and Barbary corsairs raided the old Roman arsenal and reduced it to ruins, there are still some evidences of the ancient camp. Among them are coastal ramparts, an amphitheater, and an aqueduct.

Two-miles east of Fréjus is **St. Raphael**, the point of Napoleon's arrival on return from Egypt in 1799 and his point of departure for Elba in 1814.

Orange groves grow near Cannes in sight of snow-capped peaks, and there are many acres of olive trees. The principal product of the area, however, is flowers for the production of perfume in the 30-odd perfume factories of Grasse, 12 miles from Cannes.

Where Perfume Is Big Business

Most of the 20,000 population of Grasse used to be working in the perfume distilleries or caring for the 62,000 acres of violets, jonquils, roses, mignonette, jasmine, tuberoses, and carnation. The old section of Grasse is a tangle of winding steep streets practically unchanged from the 18th century, but modern Grasse has its casino with gaming rooms, theater, and restaurant. The main center is the PROMENADE DU COURS.

Grasse is the birthplace of Jean Honoré Fragonard, 18th century painter, and in the BOULEVARD FRAGONARD is a museum containing some of his original works.

Historians don't agree on the origins of Grasse. Some say it was founded by Crassus in the 1st century B. C., and others claim it was settled by a colony of Sardinian Jews in the 6th century. In any case, it rose to commercial importance early, was sacked by the Saracens in the 9th century, and became an independent commune in the 12th century.

Although Grasse is some miles inland, you get a good view of the sea from the Promenade du Cours. The hospital in the BOULEVARD VICTOR HUGO has three early works by Rubens. The busiest street in town is the BOULEVARD DU JET-DE-BALLON which

begins at the casino and leads north to the PLACE DE LA FOUX. Foux is a local term for a spring, and water used by the perfume distilleries comes from the "foux" here. The city's drinking water comes for a long distance through a conduit from a stream called the Foulon.

The flower fields produce an annual harvest of 3,300,000 pounds of roses, and 4,440,000 pounds of orange blossoms. Visitors are permitted in some of the perfumeries, and if you look in on one you'll find out it takes almost six tons of roses to make one pint of sweet-smelling essence. Two pounds of orange blossoms will squeeze out only one ounce of essence.

Grasse has another specialty—flowers and fruits crystallized in sugar.

milking goats or washing clothes before the doors of hovels set in the rock battlements of old medieval towers. The streets of the old town are narrow and desolate, a contrast to those of the VILLE BASSE or Lower Town which grew up later and has handsome modern buildings in its 13th century lanes and streets.

The Aude River flows between these two very different towns that make up Carcassonne. The Ville Basse stretches along the low-lying left bank. On the opposite bank rises the solitary hill bristling with the towers of the Cité. As restored by Viollet-le-Duc, the Cité is regarded as one of the architectural marvels of France, and it is a sure stopping place for archaeologists, artists, and tourists.

The real beginning of the Lower Town was a popular uprising against French rule in 1240. All the town around the Cité was burned to the ground and building was forbidden on that side of the river again. Seven years later settlers were allowed to make a community on the low ground on the left bank.

Nowadays, Carcassonne still has a reputation for an old cloth industry which is almost extinct. The city is an important wine market and the vineyards, almost solid for 60 miles to the city of Beziers, are the chief source of prosperity. The CANAL DU MIDI

passes Carcassonne and gives transportation to its wine produce, tanning and leather dressing, manufactured farm tools, corks, barrels, and preserved fruits. The Canal du Midi connects at Toulouse with the Lateral Canal of the Garonne, giving waterway access from Bordeaux to the Mediterranean.

That famous French delicacy, *pâté de foie gras*, tastily prepared goose liver, is plentiful in these parts, as are game pies of other water-fowl. Ducks and geese like this section of the Aude.

The main business street of Carcassonne is the RUE DE GEORGES CLÉMENTEAT which runs from the railroad station, past the church of NOTRE-DAME-DES-CARMES to the PLACE CARNOT, the heart of the city's life.

Near the intersection of the Rue de Clémentean with the Rue du Quatre-Septembre is the 15th century church of St. VINCENT with an octagonal tower where you can climb 248 steps and have a first class view of the Cité and the Aude Valley. There is a museum on the BOULEVARD DU MUSÉE. Its long suit is paintings.

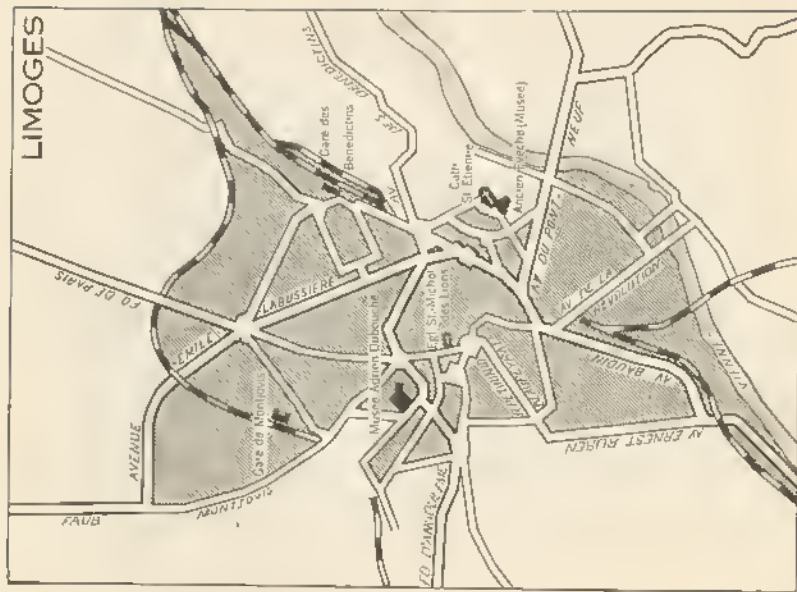
You should plan to visit the Cité early in the morning, when the stained glass windows catch the best light. It is possible that the hotel once operated there is again available for meals or an overnight stop. There has never been any restriction on cameras at

the Cité, so you'll have a chance to shout examples of the development of military fortification from the 5th to the 14th century.

The double belt of walls is defended by 52 round and square towers. The largest opening in almost a mile of outer wall is the NARBONNE GATE. Once lines of knights in armor and processions of royalty marched from the Ville Basse across the eight arches of the 13th century bridge and through the Narbonne Gate. The PORTE D'AUDE, opening westward on the side of the river, is available if you're walking only. The Narbonne Gate admits vehicles.

The inner wall, 1,200 yards long, and the outer wall, 1,640 yards, are separated by a zone usually about 8 yards wide. This space between was called *lices* and was used by the knights for outdoor sports and jousting matches.

In the south part of the Cité is the former cathedral of ST-NAZAIRE, rebuilt from an older structure from the 11th to 14th centuries, then restored again after 1840. Before you leave, you should also make an inspection inside the castle within the walls. It was built about 1125. Take a good look at it and consider the fact that it was used as a barracks by the French Army until 1920.



LIMOGES

LIMOGES received its name from a Gallie tribe who used to live one mile down the Vienne. When the Romans came, they built a town astride the river where the PONT ST-MARTIAL stands today.

When German barbarians hit Limoges, they found the inhabitants all walled up in a fort which stood where the cathedral ST. ETIENNE is now located.

Saint Martial brought Christianity to this place. His name is venerated by the devout citizens. The most prominent church in Limoges, St-Michel-de-Léons, is consecrated to him. Half the children of Limoges are named "Martial" after him. The saint's head and other relics are kept in the church. An abbey stood on the same spot in the 10th century, but the present church dates from the 15th century.

There are many other Catholic churches in Limoges; all of them with their distinctive Romanesque, Gothic and Renaissance architectural features. Any "padre" can point these out to you. If you don't have this information already, *Gothic* design means high, pointed arches, steep roofs, flying buttresses, windows large in

proportion to the wall space, and lavish use of lacelike, ornamental carving. *Romanesque* is older (before the 12th century). In this style, arches are round, instead of pointed. Romanesque churches are more compactly and more plainly built than Gothic. *Renaissance* is a later fashion than either Gothic or Romanesque, but is more like the latter, since it was characteristic of the Renaissance to get back to the simple, comparatively unadorned style of the Greeks and Romans. Better visit the Jesuit fathers at the LYCÉE GAY-LUSSAC, near the PLACE JOURDAN in Limoges: perhaps they can point out to you these designs in one of the many churches round about. All over France, you'll see churches. You might as well start to learn their fine points while you are in Limoges.

While you are sitting in a side-walk cafe in the PLACE JOURDAN, or its neighbor, the PLACE DE LA RÉPUBLIQUE, sipping a light wine, you may get the idea that you would like to remain there forever. This would not be an unnatural thought, for Limoges is likeable. Only 90,000 people; equally distant from Paris, Bordeaux and Marseilles; in a climate cool and fresh; among people with a good French accent and a quaint *patois* all their own—here is a nice out-of-the-way place with a fair-sounding name.

But if you'll get off your chair and meander through the narrow, winding streets, your eye, if it is already curious, and your French, if it is courageous, will afford you more adventures.

Home of That Porcelain

Porcelain pottery, for example, is the whole show in this town—and always has been. There is a factory out beyond GARE DES BÉNÉDICTINS: before the war it was guarded like a munitions plant, so valuable are the trade secrets in the arts of porcelain manufacture and its associated art, enameling. If you don't have any luck there, you can try a hundred other places.

Limoges has produced its own special enamel. Artistic designs in white paint on a blue-painted background (sounds simple enough, but it's tricky) is the general meaning of "Limoges enamel."

The most famous enamelers (*émailleurs*) of Limoges lived as long ago as the 15th century. Léonard Limousin and his descendants were famous craftsmen; another family, the Pénicauts, also won renown for themselves and for Limoges at this work. You can see samples in the MUSÉE ADRIEN DUBROUCHE.

While you have the name Limonsin in mind, you might like to know what it means in relation to our word for a swank car. It seems there is a connection, but it's wayward, like all words in any language.

In olden times, the region around Limoges was known as *Limousin*. The word meant, originally, a long shepherd's cloak. Eventually, its meaning was extended to describe a closed automobile.

Another fine art which Frenchmen call *orfèvrerie*—tooling with gold, so to speak, is an old specialty in Limoges. There's a story about the family Masbarreaux, expert jewelers: they had to report at the *Tuileries* in Paris at the request of Henry IV. Those were the days when royalty scouted the landscape for artists and craftsmen. Rural towns like Limoges were usually the losers. The best porcelain vases, the best enamel work, and the best gold engravings—all were whisked away to Paris.

A final word, perhaps disappointing, is that Limoges is not a wine country. The ground underneath is granite, and this type of soil provides china-clay for porcelain, rather than good soil for grapes.

But the people of Limoges are prosperous enough to import wine from nearby regions like Bordeaux, if necessary. As a matter of fact, there used to be 35 distilleries of fine liquors in Limoges.

And before you leave, be sure to visit the RUE DE LA BOUCHERIE where every butcher is named Malinvand. This is the strangest alley in Limoges. It is jammed with butcher shops which have been there since the 10th century.

Aside from being the leading silk manufacture center in the world, Lyon is the headquarters for one of the largest banking chains in France. Lyon manufactures hats, boots, jewelry, and liqueurs. In addition, there are dyeworks, foundries, glass-works, potteries, tanneries, breweries, chemical plants, and printing establishments. Lying at the junction of the RHÔNE and the SAÔNE rivers, both navigable, and on the highways and railways which connect Paris, Marseilles and Bordeaux with Switzerland and Italy, it handles or manufactures many of the products going between these points.

The central section, lying on the point of land between the rivers, contains the business district. On the east bank of the Rhône is the modern industrial suburb of LA GUILLOTIÈRE. The ancient mediæval town rises from the west bank of the Saône on the steep slopes of FOURVIÈRE hill.

The older section is made up of narrow, crooked streets which wind up the hill between crowded buildings. On this slope is the CATHEDRAL OF ST. JOHN, a Gothic edifice of the 12th century. Further up the hill is the CHURCH OF NOTRE DAME. This is a modern building, but it is built on the site of the *Forum Vetus* which was erected by Trajan. Beside it is a tower which is 680 feet above

the Saône, and from which you may be able to see Mont Blanc, 100 miles away, if the weather is right. On the other side of Fourvière is the church of St. IRENAEUS. It, too, is a modern structure, but it is built over a crypt reputed to have been the scene of the massacre of 19,000 Christians in 202 A. D., by order of Septimius Severus.

Lower down on the opposite bank of the Saône is the 6th century church of the ABBEY OF AINAY. Beneath the sacristy, and extending beneath the bed of the river, are the lightless and airless dungeons in which early martyrs used to wait their fate.

The HÔTEL DE VILLE is considered one of the finest buildings of its kind in all France. It faces the PLACE DE TERREAUX. Its two central courts are divided by an arcade. The main façade features an equestrian statue of Henry IV. In the vestibule you will find a pair of sculptured groups by the Coston brothers. One group represents the Rhône and the other represents the Saône.

Industrial and Art Exhibits Are Famous

The MUSÉE HISTORIQUE DES TISSUS is really something. Every type and kind of fabric or woven material from the first known stuff is displayed there, together with the method, whether by

hand or by machine, of weaving used in fabrication. The exhibit starts with ancient Egyptian cloth and comes on down through the centuries to show the earliest silks and the later methods of weaving figures into the fabric. Tapestries are displayed, too. So are various kinds of carpets. In short, nearly anything that can be woven is shown to you there. The *Musée* occupies the second floor of the PALAIS DU COMMERCE ET DE BOURSE in the RUE DE LA RÉPUBLIQUE. The Palais is an imposing building on whose steps President Carnot was assassinated in 1894, during the Lyon exhibition.

Opposite the Hôtel de Ville is the PALAIS DES ARTS, a large building which was built in the 17th and 18th centuries as the Benedictine convent of St. Pierre. This museum contains, or contained, a really fine collection of paintings and statues, and interesting ancient relics. In this last category you will find antique coins and medals, and the *Claudian Tables* which record the concession made by the Emperor Claudius in 48 A. D., admitting Roman citizens of Gaul to senatorial rights. Also in the antique collection are metal and glass work, enamels, pottery, and goldsmiths' work.

Among the paintings you will find examples of the work of two local artists who established large reputations for themselves,

Ernest Meissonier (1815-91) and Pierre Puvis de Chavannes (1824-98). There are also pictures by such masters as Prud'hon, Delacroix, Courbet, Millet, Grenze, Palma Vecchio, Rubens, Perugino, Tintoretto, Andrea del Sarto, and many others.

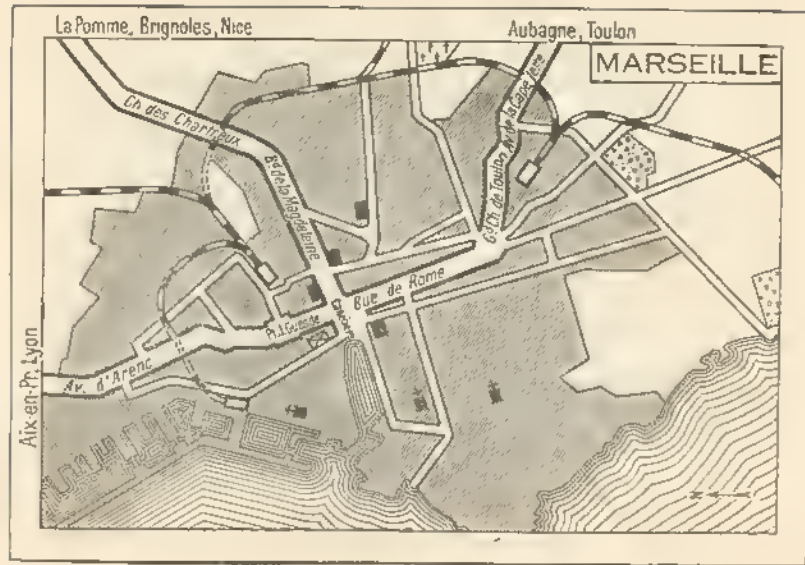
The spacious PLACE BELLECOUR is a public square 310 metres long and 200 metres wide. It is supposed to be one of the finest squares in Europe. Planted with chestnut trees, part of it is laid out in gardens surrounding fountains. An equestrian statue of Louis XIV occupies the center. The statue is the masterpiece of Frédéric Lemaître, a native of Lyons, and was erected in 1825. The buildings at the west and east ends were built by order of Napoleon to replace those destroyed during the Revolution.

The town library is one of the largest and most interesting in France. It contains nearly half a million volumes which cover 14 kilometres of shelves. Which is a lot of books. However, there are many ancient manuscripts from the Middle Ages. These manuscripts are colorfully illuminated. The library also contains some of the most precious editions of the works of the Lyonesse printers whose names have been famous in the history of typography since 1743.

The **PARC DE LA TÊTE D'OR** is situated on the Rhône river. The principal entrance is through a fine wrought iron gate. This beautiful park contains zoological and botanical gardens as well as pleasant walks among the trees. At the northeast end of the lake there is a chalet where refreshments may be obtained.

The Grand Théâtre was built in the 1820's on the **PLACE DE LA COMÉDIE**. It has recently been completely redecorated and a revolving stage, designed by Girane, has been built in. This theatre is used mostly for operatic productions. Movie theatres may be found all over town.

If billiards interest you, the **SALLE RAMEAU** features one of the finest billiard rooms in France. And there used to be a season of pretty good horse racing at the **GRAND CHAMPS**. But if you prefer golf, try the Lyon Golf Club at **MONTLOUIS**.



MARSEILLE

You probably never heard of the "Battle Song of the Rhine Army," but if anyone hums *LA MARSEILLAISE*, you'll spark because it's one of the best known pieces of music in the world.

You won't have to be around Marseille long to understand how its name got tied onto the French national anthem and stuck, even though the song was written in the city of Strashourg, 400 miles away. Rouget de Lisle, a French captain of engineers, scratched it off overnight in April 1792 and he called it the Battle Song of the Rhine Army.

But the Marseillais—the hot-headed, liberty-loving people of Marseille—started singing de Lisle's words and music, and when troops from the city headed for Paris during the French Revolution they shouted the song with such enthusiasm and intensity that it has been known ever after as *La Marseillaise*.

That episode is an example of the earnestness which has made Marseille not only one of the world's most persistent battlers for individual freedom but the greatest commercial port on the Mediterranean and the second city of France.

Don't be rubbed the wrong way if the Marseillais seem to be more hot-headed and touchy than other Frenchmen. They are a fiery lot, proud of their city, and they've been scrapping for it since 600 B. C.

Before this war Marseille had a population of almost a million and a tradition of seagoing commerce dating back to when the city was a Greek outpost and the rival of Carthage on the trade routes of the Mediterranean. Even the name, Marseille, comes from the old Greek *Massalia*. Wars knocked the city around for several hundred years and it was conquered once by Julius Caesar in 49 B. C. After the Roman Empire went on the skids all the nearby powers tried to grab off Marseille—the Goths, Burgundians, and Franks. In 735 the Saracens stormed in and destroyed all the ancient monuments which were still left, and about 200 years later it fell under domination of the Counts of that part of France known as Provence. The city was annexed to France proper in 1481 but still battled on for its ancient liberties, right on through the French Revolution and to this day. The plague swept Marseille several times. The worst year was 1720–21 when 40,000 victims were carted off to common burying grounds. During World War I part of the harbor was set aside for a British

base and Indian, Australian, and African troops passed through. After the armistice an American embarkation port was set up in Marseille.

A city with a history like that is bound to have strong convictions on both politics and economics. Marseille's *Chambre de Commerce*, for instance, was organized in 1650, and the city celebrated its 2500th birthday clear back in 1899. A lot of important things you'll see around Marseille are there because of the *Chambre de Commerce*: the Stock Exchange, 15 miles of docks, the 4½-mile ROVE TUNNEL, and the huge MARGUANE air base.

Marseille began to make its mark in modern commerce after the expansion of France into colonies in North Africa and the opening of the Suez Canal in 1869. From a 70-acre inlet the port of Marseille has been constructed into a 500-acre deep-water anchorage where ships of all nations of the world called before the war. A 3½-mile jetty protects the harbor, containing 10 separate basins. If you're out for exercise and the MP's are agreeable, the jetty makes a spectacular hike. It rises sometimes 95 feet above the sea.

The ROVE is the biggest maritime tunnel in the world. Marseille is 25 miles from the Rhône, the most important French river

flowing into the Mediterranean; but this tunnel makes it possible for boats to travel all the way from Marseille over inland waterways to Calais, on the English Channel, a distance of 875 miles. Take a glance at the map and you'll see how many times shorter that is than going around Spain and up the Atlantic Coast. This Rove Tunnel was blasted through the rock mountain of *L'Estaque* to make connections with a small inland sea called the *Berre*. The tunnel is 47 feet high and 72 feet wide and the water running through it is 13 feet deep and 49 feet wide. That will handle a pretty good sized craft. It took from 1911 to 1927 to build the tunnel.

From the *Berre* a 50 $\frac{1}{4}$ -mile canal connects with the Rhône River at the city of Arles. Before we moved in on Marseille many reports leaked out that the French underground had tried to sabotage the Rove Tunnel and the Rhône Canal to keep the Germans from using them.

It was between the two world wars that Marseille became the biggest and busiest port in the Mediterranean. In an average day, 50 passenger liners and cargo ships from all parts of the world would put in at Marseille. On the streets you would run into people of every race, color and nationality. The harbor doesn't

look the same now. The Nazis dismantled and shipped away a lot of equipment, and built submarine pens. Marseille used to be one of the Germans' rendezvous points for convoys to the Italian front.

The most colorful part of Marseille was always the old section of town which rises up above the harbor. For hundreds of years these narrow, twisting streets and dingy buildings were the hide-away for criminals, and police were almost never able to rout them out. Tourists who wandered around there, however, never realized that for every outlaw the Old Town housed 50 honest fishermen. Nonetheless, the advice always has been not to go sashaying around in that neighborhood by yourself at night.

In January 1943 German troops surrounded the section and yelled for everyone living there to show himself. They rounded up 40,000 people and marched about half of them 60 miles away to a concentration camp. They ransacked all the houses, pillaged all usable fixtures and metal, then laid a string of dynamite charges. On February 1 they cracked it. Homes, shops, churches, and ancient landmarks were blasted into rubble.

Berlin explained it this way: "We had to clear the city of an ugly stain and build a clean district where once hung a false halo

of apache romanticism." Whatever else the dynamiting accomplished, it gave the Germans space for harbor defenses and knocked out a lot of good hiding places for the underground.

After centuries of destruction by invaders, with the handiwork of the Nazis as a climax, it is no wonder that Marseille, one of the oldest cities of Western Europe, has few classical or medieval remains of any importance. The famous Marseillais poet Méry almost hit it on the head when he said, "There are only two monuments here, but they are magnificent: the sea and the sky."

The oldest structure in the city is the blackened stone ABBEY OF ST. VICTOR, just off the BOULEVARD DE LA CORDÉRIE. Fortified towers of the old church remain, dating back to the 13th century.

One of the largest churches built during the 1800's is the Roman-Byzantine Cathedral of SAINTE-MARIE-MAJEURE. Everybody calls it *La Major* for short. The cathedral is on a terrace northwest of Old Town. It was built between 1852 and 1893. The main section is 459 feet long with several domes, one of them 200 feet high. Inside you might still find a plaque commemorating the British killed in World War I.

The main intersection of town is at the COURS ST. LOUIS, where the CANEBIÈRE crosses the *Cours Belsunce-Rue de Rome*. The

Canebière is the pride of the Marseillais. It is to their city what Fifth Avenue is to New York and the Champs Élysées is to Paris. They are so proud of their "main drag" that they'll tell you, "If Paris had a Canebière, then it would be a little Marseille." The name of the boulevard comes from an old Greek word meaning "hemp." It seems this fine-looking thoroughfare used to be nothing more than a footpath through a hemp field.

(If the Germans haven't destroyed or dismantled it for scrap iron, you'll want to climb up into the towers of the **PONT TRANSBORDEUR**. This is a bridge spanning the Old Harbor, built in 1905. The towers on either end are 282 feet high, and you used to be able to climb up a stairway to a height of 243 feet to take a look for one franc. The north tower had an elevator which would cost you 1½ francs to ride up and a half-franc to ride down. There was a small eating place in the north tower also.

This Transbordeur Bridge is not like any other bridge you ever saw. If it's still in operation you'll see passengers and vehicles borne across the harbor entrance only a few feet above the water on a platform suspended by long cables from a power-carrier rolling on a track more than 200 feet above you. It is 870 feet from shore to shore.

Another good view of the harbor is from the PROMENADE PIERRE-PUGET Gardens. From there you look northwest across the Old Harbor toward the long breakwater. If you want a still higher view, you can take a cable car near the Boulevard Notre-Dame up to within 275 yards of the most conspicuous landmark in Marseille, the church of NOTRE-DAME DE LA GARDE. This church and an old fort crown a 525-foot limestone rock above the most aristocratic quarter of the city. Once upon a time, it was the site of a medieval chapel and castle. The present church was built after 1864. It has a belfry 150 feet high which can be seen from miles out at sea. The path leading from the end of the cable railway to the church has two long staircases. Don't bother to count the steps: there are 140 to the terrace and 174 more from there to the church. They say it is really dangerous to try to make it up there if there is any kind of wind blowing.

The newest part of town lies on the southeastern slope of this same ridge. There it is protected from the *mistral*. This is a dry cold blast which sweeps down the Rhône Valley. The Marseillais have it figured that the *mistral* comes most often in the winter and spring and it will blow either three, six, or nine days without stopping. Sometimes it is impossible to stand up against its force.

If you're interested in old coins, you'll want to wander into the PUBLIC LIBRARY on the *Cours Julien* not far from the *Boulevard Garibaldi*. Before the Germans came, one of the world's best collections of ancient coins was here, and it may be untouched. There is a good representation of modern sculpture and old and modern paintings on the catalogues of the MUSÉE DES BEAUX-ARTS in the *Place Berner*. Right next door is the MUSEUM OF NATURAL HISTORY where you can nose around among fossils and stuffed animals. Modern Marseille spreads far on either side of the *Canebière* and back from the ancient harbor. South of the *Canebière*, centering on the *Rue de Rome*, *St. Ferreol*, *Paradis* and adjoining streets, is the chief shopping district. At one time Marseille had traffic laws for this section which said you had to park on the odd-numbered side of the street on odd days of the month and on the even-numbered side on even days.

Besides the CANEBIÈRE, the two most famous streets are the COURS ST. LOUIS (its name changes every couple of blocks; at the intersection it is *Cours Belsunce* on one side of the *Canebière* and *Rue de Rome* on the other) and the scenic CORNICHE ROAD.

The Corniche Road follows the shore south from the Old Harbor. It is lined with fine hotels and homes. Off the Corniche coast, in

the bay of Marseille. lie two small islands, RATONNEAU and POM-EGUES, joined by a 300-yard breakwater to form what is called the PORT DU FRIOL. A third Frioul island nearby is the historic Isle d'If. There, in a 16th century chateau, dangerous criminals, political prisoners, and spies have been held through hundreds of years, and it was in a dungeon of the CHÂTEAU D'IF that the Count of Monte Cristo, Dumas' fictional hero, spent his youth in imprisonment. Visitors to the chateau have been known to ignore the dungeons where real life prisoners rotted, asking all the while to see the cell of Edmund Dantès, the story-book count.

Before the war Marseille was noted for several rare food specialties, but under German occupation it was believed to be the worst-fed city in France. This was largely because sea foods have always been the main item in Marseille's diet, and the Nazis would not permit the city's fishermen to take their boats beyond the easily guarded port.

Soon all those famous fish dishes which the gourmets used to enjoy in the cafes of the Canebière and Corniche Road should be returning. The most renowned of all Marseille delicacies is called *bouillabaisse*. If your chef can serve it, you'll see him throw together 10 to 15 kinds of fish and crustaceans, then add tomatoes,

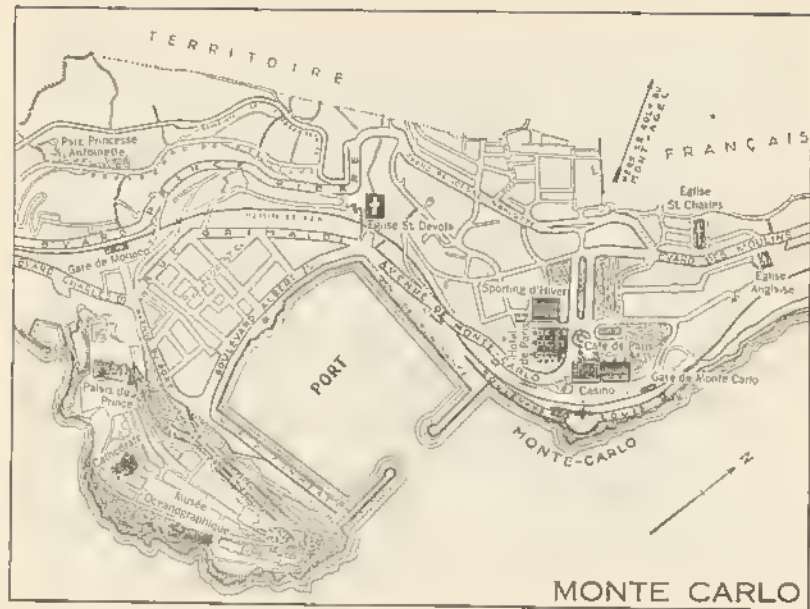
onions, garlic, leeks, celery, oil, laurel, fennel, thyme, salt, pepper and saffron.

Some other favorite orders in the fanciest restaurants along the Canebière are *brandade*, a cod-fish stew; *soup de poissons*, a soup made of fish that has been pounded and pushed through a strainer; and *aioli*, a mayonnaise with garlic. The best things to drink with mixtures like this are *cassis* and *piquant*.

Shortly, the waterfront hawkers ought to be back at their old stands, just as at Fisherman's Wharf in San Francisco. They'll be behind their big signs reading *Fruits de Mer*—Fruit of the Sea—with all kinds of shellfish, shrimps, and crabs which you can buy and eat like popcorn.

After having been in Marseille for quite a spell, if you find you still can't make head or tail of what the citizens are saying to you, don't take it too hard. It's a special French dialect.

The Marseillais are as individualistic as their language, and nobody has been able to knock them loose from the belief that they are free men and their own masters. When a bullfight is held in Marseille—against the law—spectators once coughed up enough money in excess of the price of admission so that the promoters of the event were able to pay the fine.



MONTE CARLO

There is very little chance that you will see the real MONTE CARLO during your stay in Southern France. You will probably never get the chance to enter the Casino. It probably won't be open.

Nevertheless, there is much more to Monte Carlo than just the great gambling house. The PRINCIPALITY OF MONACO, which comprises three towns—MONTE CARLO, LA CONDOMINE, and MONACO—spreads over a hilly wedge of land eight miles square. It is sheltered from northern winds by a high wall of mountains, and has a two-mile frontage on the blue LIGURIAN SEA. The climate there is said to be the best in the entire Mediterranean area—a benign blend of bright sun and balmy air that stirs the good-to-be-alive feeling.

Monaco has a fascinating history. From 908 to 1795 it was an independent principality. Then when the French revolution dispossessed the reigning Prince, it was added to France. The principality was placed under the protection of the Kingdom of Sardinia in 1815 by the Treaty of Vienna.

In 1911 a constitutional government was established providing for a National Council elected by a universal male vote. It was deemed that the Prince should divide authority with a council of State and the National Council. The laws of Monaco were based on the French code, but Monaco had its own flag and issued its own postage stamps.

At one time you could have enjoyed charming bathing beaches, a mountainous golf course and tennis courts. You may still get to enjoy these. There used to be plays and ballets nightly and, although much of the theater life has disappeared, you may still be able to take in a matinee at one of the places still open. You may also be interested in the marine museum, aquarium and laboratory established by the principality's famed oceanographer, Prince Albert.

As you enter Monte Carlo, your eye will range over the white terraces shimmering in the sun, the palatial hotels dotting the slopes of MOUNT BEAUSOLEIL, the railway climbing the hill to LA TURBIE, and the snowy summits of the MARITIME ALPS. Rainbow chasing becomes a fine art in this plush and gold setting.

Of the three towns in the small country of Monaco, Monte Carlo was always gayest of them all. From the sea it made a memorable

picture of gaily tinted buildings set in green gardens. Gleaming yachts rode lazily at anchor in the PORT OF HERCULES. Big tourist steamers used to wait outside the harbor for the passengers who marvelled at the sights ashore.

Monte Carlo was always beautiful, clean and quiet. You will probably find it that way even now. Once, its streets were silent by nine o'clock. After the crowds entered the portals of the combination theater and casino, the town was still until the flurry of traffic at the end of the performance.

The CASINO, about which you have heard so much and seen so often in the movies, stands on a projecting rock facing the town. It was built from the plans of Charles Garnier, famous French architect, in 1878, and the seaward front was remodelled in 1903 and again in 1910. As you pass through the vestibule you reach the *Atrium* with its large lounge and landscapes by Jundt. Then, walking straight through, is the theater, where you will find paintings by Gustave, Clairin, Lix and many other European painters. To the left of the theater entrance are the gaming rooms.

For a beautiful view, go to the terrace on the seaward side of the Casino. See the concert pavillion and the marble busts of the composers—Jules Massenet and Hector Berlioz.

Admission to the gaming rooms Casino used to cost 10 francs a day, but you could buy a season admission ticket for 250 francs. Of course, you could probably never convince your CO to give you permission to spend an entire season at the Casino, so you'd probably want only a one-day ticket—if the place is open.

There used to be admission fees to other places in the Casino, too. For instance, it costs five francs to enter the Atrium and reading room; from 10 to 20 francs to the concert room; and between 30 to 40 francs for the theater. Then there was a charge of one franc for checking your cap.

You will find a Sporting Club (marked "S. C.") west of the Casino, opposite the post office. It is a new building, facing gardens of remarkable beauty with many palm trees in full view. The La Festa sports grounds of the Monte Carlo Country Club is close by and it has 20 tennis courts, two squash-racket courts, swimming baths, restaurant and a clubhouse.

At one time chance was king at the Casino. But if you plan to visit Monte Carlo for games of chance now, you may be disappointed. Nevertheless, it will be interesting to see the place and gain a first-hand knowledge of the surroundings there. The people may have many stories to tell you.

NICE

For many years past, the whole idea and purpose of Nice has been the amusement of vacationists, tourists and wealthy playboys. The whole set-up was made for it: Many hotels, restaurants, bars, cabarets, pigeon-shooting arrangements, and a handsome casino on the pier. The principal manufactures included perfume, distilled spirits, silk, soap, confectionery, straw hats, wheel chairs, pianolas and tobacco. The climate is considered favorable for chest complaints, gout, asthma, and catarrh. Operas, ballets, fencing, flying; horse, bicycle, and auto racing; swimming, dancing—all were available.

The famous carnival, held during the 12 days preceding Lent each year, involved masked balls, battles of flowers, confetti-throwing, fireworks, showgirls from Paris, and plenty of noise.

A PAST GLIMPSE

It is doubtful if you will find Nice quite so gay these days, nor has it always been so. Founded about 2,000 years ago by Greeks from Marseille, it became a busy trading station. By the 14th

most Riviera towns, Nice began to run short of staple foods, because only vegetables and fruits were locally grown.

AROUND THE TOWN

Prewar Nice reported a population of nearly 250,000, swelled by many thousands of visitors during the winter tourist season. The Old Town, the most interesting part of the city, lies between the RIVER PAILLON, the old 5th century castle, and the sea. The narrow streets appear more Italian than French.

The much larger modern town has spacious promenades on the sea front, the most popular being the 150 foot wide PROMENADE DES ANGLAIS, and handsome, palm-lined streets with attractive shops and luxurious hotels. On the hills above are opulent private villas and more hotels. The AVENUE DE LA VICTOIRE leads past the imposing modern Gothic CHURCH OF NOTRE DAME through the busiest part of town to the Casino.

TOULON

TOULON will be best remembered from this war as the port where the French scuttled their fleet when the Germans overran Southern France in November 1942, but the city has a long history as France's most powerful naval base and as headquarters of the fleet.

Before the war Toulon, with its population of 150,000, was a tremendous arsenal, shipbuilding center, and repair depot. The value of Toulon harbor for strategic rather than commercial reasons had been recognized for centuries. It was fortified from the early 1500's and under Louis XIV the great military engineer Vauban practically rebuilt the port. He gave most of the credit to nature for making his job easy.

The coast here is rugged under a protective rim of high hills including 2,000-foot MONT FAUX. Rocky promontories west and southwest of the bay and peninsula pushing into the sea form an outer and a land-locked inner harbor separated by a narrow passageway. These natural ramparts provide formidable positions for forts, shore batteries, and other installations. The inner

pell the British retreat. The young officer was promoted to brigadier-general. His name was Napoleon Bonaparte.

After the Allied landings in North Africa in November 1942, Toulon passed from the Vichy administration of "Unoccupied France" to actual Nazi control. Since then the harbor has served as a German U-boat nest.

Toulon's arsenals normally gave employment to a large percentage of the city's population. It was a cosmopolitan gathering place, especially popular with Russians. Before the war there were band concerts and an air of gaiety. The QUAI DE CROUSSTADT was thronged in the evenings, but there were no fashion parades and no carnival festivities as at Nice and Cannes, and few who came to Toulon were there for pleasure alone.

The city had its Parisian shops, however, and sidewalk cafes and motion picture houses. The Comédie Française often played in the theater subsidized by the city, and an occasional opera reached the stage. Toulon also had its own Little Theater, known as "The Chimney," and though the atmosphere was largely in keeping with naval discipline, the fashionable restaurants, casino, art galleries, and library were full.

In spite of the changes that the German occupation and Allied bombings have brought about in the city, you'll still enjoy climbing up into the Old Town with its narrow 18th century streets grouped about the harbor. The RUE D'ALGER leading to the harbor is the busiest street in the Old Town. Between the Rue d'Alger and the COURS LAFAYETTE is STE-MARIE-MAJEURE, the remains of a cathedral built in the 11th and 12th centuries. The ARSENAL MARITIME, which you'll walk into if you go west on the Quai de Croustadt, will probably be off limits. In peacetime it was never open to foreigners.

Besides Ste-Marie-Majeure, other chief buildings to look for in the city are the CHURCH OF ST-LOUIS, the NAVAL AND MILITARY HOSPITAL, the NAVAL SCHOOL OF MEDICINE, and the SCHOOL OF HYDROGRAPHY.

The BOULEVARD DE STRASBOURG crosses the entire breadth of Toulon east to west, passing the CASINO and the GRAND THÉÂTRE. A museum is also on the Boulevard de Strasbourg which contains an exhibit of ship models and collection of coins.

In the old days, a daily market stretched for a half mile along the COURS LAFAYETTE. The street was closed to all vehicular traffic until noon. There housewives came to bargain for fruit and flow-

ers, fish and fowl, meats and vegetables. You will still see sailors wandering around in this section snatching off a breakfast of fresh fruit topped with strong coffee from a nearby bistro.

In 1707 during a siege of Toulon, a ship's cannon threw a ball into the wall of No. 87 Cours Lafayette. That cannonball always drew flocks of tourists before the war. If the Germans haven't pried the ball out and shipped it home for a souvenir, you'll probably see flocks of your buddies around No. 87 now.

From the Cours Lafayette you can reach the old cathedral *Stre-Marie-Majeure* by way of the *Rue Emile-Zola*. The ancient structure was enlarged and strengthened by a heavy facade in the 17th century and the tower was added in the 18th century.

The principal eating places in Toulon were along the Boulevard de Strasbourg and the Quai de Cronstadt. During some seasons you could visit the racetrack at *Lagouiran*, two miles east of the city.

Although the naval installations have squeezed Toulon's commercial facilities into one small part of the east end of the harbor, the port carries on a fair traffic in normal times. Toulon ships wine, coal, timber, salt, figs, raisins, almonds, oranges, cloth, cork, soap and oils. Also, out of this port the U. S. used to receive

bauxite ore, taken from the hills north of the city. Toulon imports corn, wood, coal, hemp and salt provisions. Next to the naval base operations, however, the city's biggest industries are ship building, fishing and wine growing. Toulon is still noted for purple dyes attained from murex, which is plentiful in the neighboring seas.

Soon you should be able to take a pleasure boat ride from the Quai de Cronstadt to several nearby points of interest. Among the suburban bathing beaches which can be reached by boat is *Tamaris*. It was there that George Sand turned out most of her well known writings, and it was the home of one of the world's foremost woman composers, *Cécile Chaminade*. The scene of some of Joseph Conrad's last works was laid in the vicinity of Toulon.

Interesting Spots in the Surrounding Country

About 10 miles west of Toulon are the remains of a prehistoric settlement called *Gorges d'Ollioules*. Above the gorge you come to the village of *Evénos*. There on a 1,312-foot volcanic mound are an old castle and a modern fort. A spectacular serrated sand-

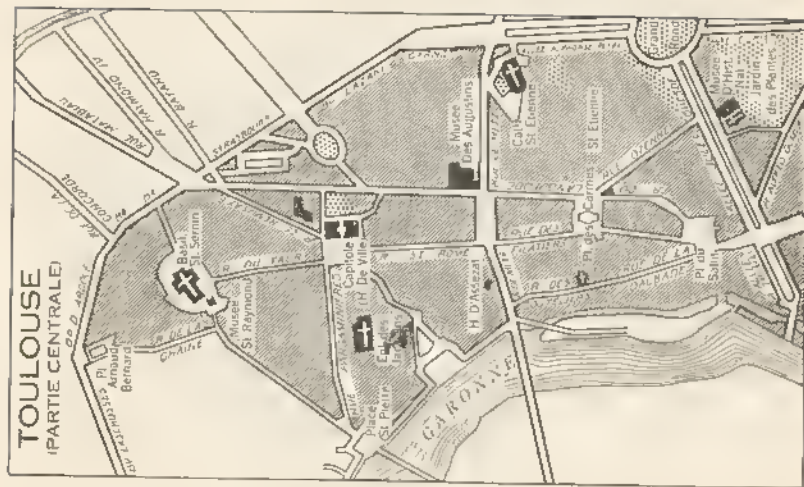
stone rock to the right of the gorge is known as the GRÈS DE STE-ANNE.

Not far from the Gorges d'Ollioules you can make an interesting side trip to the HÔTELLERIE DE LA SAINTE-BAUME. The Hôtellerie itself is situated on the almost treeless west side of a stony plateau. The other side of the same hill is covered by a state forest of oaks, beeches, maples, limes, yews and hollies. There are many foot-paths with sign posts all through the forest so you can't get lost. Every now and then in a small clearing in the trees, you will come to a little 17th century wayside chapel. At the east end of the forest you climb a limestone ridge to reach the SAINTE-BAUME or "Holy Cave." The cave is set into the perpendicular walls of a cliff. It is called "Holy Cave" because of an old story relating that the cave was once the dwelling of St. Mary Magdalene. The cave is an ancient place of pilgrimage, and you probably won't be alone if you climb the rock staircase to the mouth of the cavern. Inside the cave is a cold spring. Over the centuries the cave has been converted into a richly decorated chapel.

If you have a day to spare, there is a steamer or tram trip to CAP SICIE which will give you a short course in the geography of this section of the Mediterranean coast. You will climb through a

sparse woods to a ridge rising to the summit of Cap Sicie. There at 1181 feet is the pilgrimage chapel of NOTRE-DAME-DE-BONNE-GARDE, and beyond the chapel is a ruined tower. From this point on a clear day you should be able to see all the way from the Toulon roadstead along the coast to the Iles d'Hyères on the east and the neighborhood of Marseille on the west.

The city of HYÈRES, a community of about 20,000, is the oldest winter resort on the Mediterranean. Before the war, it was always filled with British visitors from November to February. The climate is slightly milder here than at Toulon, but the town is insulliciently protected against the mistral. If you can arrange to drop in at Hyères in early summer, you'll be able to bite into some of the finest strawberries in the world.



TOULOUSE

The city of Toulouse is one of the chief centers of trade, literature and art in southern France. If your arrival in this section of the country is from BORDEAUX or from somewhere in northern France, the first thing you will notice is the strange sounding Roman dialect of the people here. This is the corner of France which long ago became known as **LANGUEDOC**.

That word Languedoc was used for the first time about 1290. It comes from the fact that in those days the word for "yes" in this section was "oe". Langue d'oe meant "tongue or language of oe." The rest of France, therefore, would be "langue d'oïl" because "oil" was then the general term for "yes". "Oil" has changed through the centuries to the modern French word "oui".

The city of Toulouse is on the right bank of the GARONNE River about 160 miles southeast of Bordeaux. The main section curves around the river in the form of a crescent. On the left bank is the low lying suburb of St. CYPRIEN. You can reach St. Cyprien by three bridges: St. PIERRE to the north, **PORT NEUF** in the center, and St. MICHEL to the south. East and north of the city runs

the CANAL DU MIDI which joins the Lateral Canal of the Garonne here.

The Canal du Midi, originally called the Canal du Languedoc, was built by a private citizen between 1666 and 1681. Paul Riquet of Beziers paid 17,000,000 francs out of his own pocket for the waterway which connects the Atlantic Ocean with the Mediterranean Sea with the aid of the Garonne. The canal begins at the PORT DE L'EMBOUCURE here in Toulouse and runs 150 miles to the Étang de Thau, a small inland sea by the town of Agde on the Mediterranean.

The canal is 35 feet wide at the bottom and 65 feet at the surface. It is $6\frac{1}{2}$ feet deep. At one point the canal climbs a hill by means of locks. You pass through 17 locks to climb 205 feet, then to go back down on the other side, a drop of 620 feet, you pass through 48 more locks.

The double row of trees which lines the canal makes nice scenery, but that isn't why they were planted there. The trees act as a protective windbreak against the seasonal mistral which might easily blow all the water out of the canal. These oak, pine, cypress, and plane trees make the canal one of the most beautiful waterways in France.

The early fame of Toulouse was derived from a sacred pool into which coins and other offerings were thrown by pilgrims. There is no use wiring for your diving suit because clear back in 106 B. C. a Toulouse city official got the same idea. He drained the pool and appropriated the money. Later when he was defeated in battle by Gallic tribes, everyone said he got just what he deserved.

Under early centuries of Roman rule, Toulouse was known as *Tolosa*. At that time it was a very unimportant place. Six or seven miles east of the main part of the city, up on the heights, people are still finding fragments of an old earthen wall marking the site of the old Roman settlement. Coins found at the same spot date back to the 2d century B. C.

The city's modern history began about 780 when Charlemagne decided his son ought to be a king and set him up as the ruler of *Aquitaine*, with Toulouse as his chief city. From the 11th century the greatest lords in southern France were the Counts of Toulouse. After the middle of the 12th century, the people of Toulouse began trying to free themselves from oppression by feudal overlords. It took two hundred years, but in 1443 the parliament of Toulouse was established. It was for Languedoc what the parliament of Paris was for northern France.

Toulouse was evangelized in the 3rd century by St. Saturninus, sometimes called St. Sermin. In 257 St. Saturninus refused to sacrifice a bull on the altar of Jupiter. He was martyred by being tied to the tail of the bull and dragged through the streets.

It was in Toulouse that Adam Smith in 1764 began to write a book "in order to pass away the time." The book was "Wealth of Nations," a handbook of political economy that became a classic.

The old section of Toulouse is built almost entirely of red brick. Prewar tourists almost always placed Toulouse third only to Paris and Rouen as one of the most interesting cities in France.

The social and municipal center of Toulouse is the PLACE DU CAPITOLE on the RUE LAFAYETTE. The Capitole, or Hôtel de Ville, was named after the "capitouls." That was what magistrates were called in the 18th century. Mural paintings within the Capitole are the works of Toulouse artists. The south wing of the Capitole contains the Municipal Theater.

If you walk north from the Place du Capitole on the RUE DU TAUR, you pass the 14th century church of NOTRE-DAME-DU-TAUR. This is the spot where St. Saturninus is supposed to have been tied to the bull. The Rue de Taur ends at the PLACE ST-SERNIN, where the most famous sight in Toulouse is located.

This is the church of St. Saturninus. It is the largest and most perfect Romanesque building in France, measuring 375 feet by 210 feet in its largest dimensions. Inside the church is the tomb of St. Saturninus. It rests, naturally, on bronze bulls.

Across the street from the church is the MUSÉE ST-RAYMOND. It is part of an old college of the same name. Besides a good collection of archaeological and ethnographical exhibits, there are rooms containing Chinese, Japanese, and African curiosities and a collection of 5,000 rare coins.

Toulouse has many rich mansions of the 16th and 17th centuries. The best of these are the HÔTEL BERNUX and the HÔTEL D'ASSEZAT. Jean de Bernux was a Spanish merchant who guaranteed a 2,000,000 franc ransom for the return of Francis I after the battle of Pavia in 1525. He built his mansion between 1509 and 1534. It is now part of the Lycée, or preparatory school, and contains the Toulouse town library.

The HÔTEL D'ASSEZAT ET DE CLÉMENCE-ISAURE was presented to Toulouse in 1895 for the use of the learned societies of the city. It was designed about 1555 for Pierre d'Assezat, a merchant and magistrate of Toulouse. It is now the seat of the ACADEMIE DES SCIENCES, INSCRIPTIONS ET BELLES-LETTRES and the ACADEMIE DE

LÉGISLATION, as well as the ACADEMIE DES JEUX-FLORAUX, probably the oldest literary society in Europe. According to tradition, Clémence Isaure, a noble dame of Toulouse, left a legacy to the Académie des Jeux-Floraux which enabled the college to increase the number of gold and silver flowers it gave away each year as awards to writers. Historians now claim that Clémence Isaure was a purely legendary figure. Even so, if you look in the arcade of the court at the Hôtel d'Assezat, you will see a statue of Clémence Isaure.

You will find the Hôtel d'Assezat near the intersection of RUE DEL'ECITAPPE and the RUE DE METZ. The Hotel Bernuy is on the RUE GAMBETTA not far from the PORT DE LA DAURADE.

LA DAURADE, a church rebuilt in the 18th century, is on the site of a Gallo-Roman building which was covered with mosaics on a background of gold. Our friend, Clémence Isaure, who was never supposed to have lived in the first place, is buried under the altar, according to local tradition.

Toulouse is so close to the Pyrenees that the Garonne is still a rapid stream as it passes the city. In the history of the town, many bridges have been swept away. The three bridges which now span the river, however, have stood for almost 100 years. The

last times the bridges of St. Michel and St. Pierre, one above and one below Pont Neuf, were washed out was in June 1875. Pont Neuf is a stone bridge of seven arches built between 1543 and 1614. The raging river has never been able to buckle it.

The city's main museum of fine arts is an old Augustinian convent on the RUE n'ALSACE-LORRAINE. It was built between 1309-41, but was modified in the 16th and 17th centuries. It has some of the best galleries of painting and sculpture in southern France.

Although Toulouse is heavy on the art side, it is also the principal commercial and industrial center of Languedoc. There you can see important markets for horses, wine, grain, flowers, leather, oil and farm produce. Below the St. Michel bridge is one of France's several national tobacco factories. Before the war this factory employed between 1,500 and 2,000 people.

There are numerous theaters in Toulouse, and in May there are usually running days for the horses at LA CEPIÈRE. If you are there in the fall, don't be startled at the sight of little kids playing rugby football in the vacant lots. Rugby, for some reason or other, has become very popular in Toulouse although it is played very little anywhere else in France. In season, there are big matches at the STADE TOULOUSIAN.

In the line of food, Toulouse has one or two specialties. *Pâtes Truffes* are the local variation of the *pâtés de foie gras* that you must have eaten already no matter where you have been in France. *Cassoulet Toulousien* is another favorite item on the menu. It is a full meal of soup made with potatoes and lima beans, pods and all. If you want to make a hit with some little Toulousienne, buy her a fistful of violets.

Lourdes Is Within Easy Reach

Anyone who is as close as Toulouse should make an effort to get over to LOURDES, the most renowned pilgrim resort in the Catholic world. It was at Lourdes that Bernadette Soubirous, a 14-year-old peasant shepherdess, declared that the Virgin Mary appeared to her several times in the Grotto de Massabielle on the bank of the GAVE. That was on February 11, 1858. For several years Bernadette was scoffed at by her townspeople and many representatives of the church, but finally her visions were authenticated and the Pope authorized the cult of Our Lady of Lourdes. A sanctuary was erected at the Grotto. Pilgrims flocked in, first from nearby communities, then from all parts of France, and now from all over the world. Everyone has heard reports of miracu-

lous cures brought about by a spring in the Grotto. For years special trains have run from all parts of France bringing passengers to Lourdes.

The big organized pilgrimages usually take place between the end of April and middle of October. Within the four weeks between the middle of August and the middle of September, about 120,000 visitors had been coming every year until the time of the war. The average year brought about 600,000 visitors to a city whose home population is about 10,000.

You are probably acquainted with details of the story of Lourdes either from the moving picture "Song of Bernadette" or Franz Werfel's novel from which the picture was made.

Historically, Lourdes was important long before Bernadette's religious experiences. Although the earliest origins are uncertain, the city was already famous as a fortress in the 9th century. In 1360 the English got Lourdes from the French by treaty, then lost it back to the French in a war in 1406. From the reign of Louis XIV to the beginning of the 19th century, the castle of Lourdes was used as a state prison.

Lourdes is divided into an old and new town by the river, Gave du Pau. Two bridges connect the old quarter and the newer

section. From both bridges there are roads leading to the Grotto. The old quarter on the right bank surrounds a scarped rock on which stands the old fortress and castle, relics of the 11th century.

From Pont Neuf a broad esplanade leads past the Breton Calvary. This is a crucifix 40 feet high chiseled from Brittany granite. The *ESPLANADE DES PROCESSIONS* ends at the Grotto. All along the roads hawkers have little stalls where they will try to sell you "objects of piety."

The Grotto itself is a recess 16 feet deep and 16 feet wide closed in with a railing. On a rock high above is a statue of the Virgin as Bernadette described her, wearing a white robe with a blue scarf. The walls of the Grotto are black from the smoke of candles. You will see crutches hanging from the walls. Adjoining the Grotto is the Miraculous Spring whose waters are drunk and bathed in by the pilgrims. The Spring is now shut in by a wall with taps.

If you are going to the Grotto with a large group of strangers and the citizens of Lourdes have not already warned you, then remember this: look out for pickpockets.

Over in the old town if you ask around, most anyone can show you where Bernadette Soubirons used to live.

For an excellent view of the entire town and area of pilgrimage, you can take a cable car to the *PIC DE JER*, located about $1\frac{1}{4}$ miles from the Lourdes station. After you get out of the car, you climb another eight or 10 minutes to the top of the peak, 3115 feet high.

In other caves around Lourdes, people are still finding prehistoric remains. The *GROTTES DES SPÉLÈQUES* and the *Grotte du Loup* are now part of a regular side trip. In the *Grotte du Loup*, modern times have added a spectacular aspect to antiquity—the stalagmites rising out of the floors of the chambers are all lighted by electricity.

Building materials used for many miles around have been taken from marble and slate quarries of Lourdes for centuries.

Astonishing cures have been reported from Lourdes throughout the last 100 years, but business men have taken a realistic view of the miracles of the Grotto. Not far from where Bernadette experienced her visions are a large *abri*, or shelter, several convents, an asylum for the aged, an orphanage, the great *HOSPICE ST-FRAN*, and a new hospital with all modern medical contrivances.

In fact, Lourdes today is as well known throughout France as a medical center as it is for its miraculous cures.



VICHY

Long before VICHY became the grim capital of occupied France in 1940 the old Romans were flocking there to bathe in and drink the water from the 40 springs which give out with hot or cool waters with varying alkaline contents. The waters were thought to be so beneficial in the treatment of several ailments and disorders that as much as 2,500,000 gallons were bottled and exported annually. Some of the salts in the waters were even evaporated out and made into tablets. But apparently most of the health-giving qualities depended upon the fact that the chief constituent of the beneficial waters is bicarbonate of soda.

The town, of some 19,000 inhabitants, was chiefly a spa, or watering place. The bathing establishment was founded in 1820, but if you only want to drink the waters you can go to the spring palace. There is also a Casino, and a theater. Old Park, by the Casino, is a pleasant place, too, but if you really want a fine walk, try the promenade along the banks of the Allier. This promenade follows the river border of the New Park.

It is quite possible that the fashionable collaborationists, with the Pétain-Laval government, have kept Vichy in good repair. The covered walk in the Old Park leads to the Casino behind which is the little PARC DE L'HÔPITAL, whose arcades sheltered the better shops. At the north end of the park is the HALL DES SOURCES where the waters of four of the chief springs may be drunk.

The ÉTABLISSEMENT THERMAL has buildings on both sides of the RUE LUCAS. These buildings house the baths of various sorts and temperatures.

Between the New Park and the RUE DU MARÉCHAL-FOCH is the old part of Vichy. Here you will find the 15th century CHURCH OF ST. BLAISE and several interesting 15th and 16th century houses. To the west of the church is the 15th century clock tower.

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